

CLASSIFICATION **SECRET/CONTROL**25X1
25X1COUNTRY **East Germany** REPORTTOPIC **Neuruppin Airfield**

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EVALUATION PLACE OBTAINED

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DATE OF CONTENT

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DATE OBTAINED

DATE PREPARED

18 June 1954

640286

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REFERENCES

PAGES **5** ENCLOSURES (NO. & TYPE)

REMARKS

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1. Between 9 April and 15 May 1954, Neuruppin airfield was observed. In April, during daytime and at night, mostly firing at towed sleeve targets was practiced by MiG-15s and U-MiG-15s with cannons and machine guns. At night, attacks were made by 1 or 2 aircraft. During the first days of May, no air activity was conducted. On the following days, diving and firing at ground targets was practiced and air-to-air firing was continued, but not so intensive as in April. During the first half of May, training activity in formations was intensified. The aircraft took off in elements of two and practiced flying in formations of two and four, changing of formations, as well as assembling in and dispersing of formations. Source repeatedly observed that individual aircraft and formations disappeared out of sight. Particularly often did U-MiG-15s practice local flying, taking off and landing. Source believed that there were 4 or 5 U-MiG-15s on which the pilots were trained. Since mid-April, parachute jumps have repeatedly been made from Li-2s. One casualty occurred on 22 April. In addition to MiG-15s and U-MiG-15s, there were Po-2s some of which were believed to be courier aircraft, while others made local flights during daytime and at night. Occasionally, source had the impression that air activity by Po-2s was connected with small-scale exercises by army troops. About 30 MiG-15 and U-MiG-15s, 1 Li-2 and 3 Po-2s were stationed at the field.

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2. During the period of observation from 12 April to 17 May, MiG-15s and U-MiG-15s practiced formation flying and firing at towed sleeve targets during daytime and at night. Furthermore, diving and firing at ground targets was practiced. Po-2s and U-MiG-15s made local flights, apparently practice flights. The pilots were observed after the aircraft had flown some circles over the field. For the exchange, the Po-2s landed on the grass next to the runway. Approximately since 20 April, parachute jumps from Li-2s were repeatedly made. On 22 April, one parachute did not open.

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A total of 25 or 26 MiG-15s and U-MiG-15s in addition to the 4 alert aircraft were observed at the field on 16 April, while only a total of 22 MiG-15s and U-MiG-15s were seen on 25 April.

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29 April. Between 10 a.m. and 2:30 p.m., a few individual flights of 25 to 30 minutes duration were made. Toward nightfall, a Li-2 departed heading southwest. Beginning at 8 p.m., searchlights again practiced although no aircraft were employed.

30 April. There was intensive air activity by MiG-15 aircraft which took off in elements of two and flew in elements at altitudes of 5,000 to 6,000 meters. The landings were made individually.

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During the late afternoon, parachute jumps were again made over Bechlin.

1 May. There was no air activity as on the two following days. A total of 24 MiG-15 or U-MiG-15s, 3 Yak-11s, 4 Po-2s, 1 Li-2 and 1 Yak-14 were counted at the field. Source believed that an additional 4 MiG-15 or U-MiG-15s were parked in the shadow near a hangar.

4 May. Between 8 a.m. and 4 p.m., individual flights were made in the clouds at an altitude of about 2,000 meters. Each flight lasted about 40 minutes. The sky was 8/10 overcast.

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5 May. There was an 8/10 to 9/10 overcast which decreased to 4/10 about noon. Mig-15s or U-MiG-15s fitted with auxiliary fuel tanks made high-altitude flights of 65 minutes duration.

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which were estimated at 10,000 to 12,000 meters. After 8 p.m., individual high-altitude flights were made.

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6 May. About 10:30 a.m., individual flights were again made at altitudes of about 9,000 meters.

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7 May. During the morning, individual high-altitude flights of about 45 minutes duration were made. Other aircraft practiced taking off and landing.

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9 May. The sky was cloudless. No air activity was observed. During the early afternoon, a total of 25 MiG-15 or U-MiG-15s, 6 Yak-11s, 2 Po-2s, 1 Li-2 and 1 Yak-14 were counted. Of the MiG-15s, 4 alert aircraft were parked at the eastern end of the runway, and 6 aircraft also fitted with auxiliary tanks were parked close to hangar No 1. A small carriage was observed under the left wing of each of the 6 latter aircraft. Most of the other MiG-15s were parked in the area between hangars Nos 1 and 2.

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10 May. Between 5:30 a.m. and 8 a.m., about 20 parachute jumps were made over Bechlin. There were no clouds. Throughout the day, take-offs and landings were practiced by Po-2s, with up to 6 aircraft being aloft at the same time. The practices were continued at twilight.

11 May. Eight MiG-15 or U-MiG-15s fitted with auxiliary fuel tanks took off between 5:42 a.m. and 5:45 a.m. The aircraft assembled in formations of four and practiced flying at an altitude of 8,000 to 9,000 meters. Formation flying was practiced in a good way. The distance between the individual aircraft being only one aircraft. The interval one wingspan. One aircraft flew at the left rear of the formation and two at the right rear in 4-ship formation. The first aircraft landed at 6:55 a.m. and the last at 7 a.m. Between 11 a.m. and about 6 p.m., flying in elements of two was practiced at an altitude of about 9,000 meters.

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3. The following air activity and aircraft were observed at the field between 25X1
26 April and 29 May:

26 April. Between 7:45 a.m. and 5 p.m., MiG-15s practiced flying in elements of two at altitudes from 6,000 to 8,000 meters. There were no clouds and visibility was more than 10 km. During the late afternoon, a Li-2 repeatedly approached over Bechlin training area and parachutists jumped from an altitude of about 600 km. Source determined by means of a stopwatch that one parachutist descended within 105 seconds. The standard parachutes were used. The chutes opened immediately after the jumpers left the aircraft. Beginning at 7:10 p.m., flights were made by MiG-15s and U-MiG-15s which took off toward the west and made a left curve. At an altitude of about 400 meters, the aircraft flew straight from southeast to northwest, then made a left curve, and, after crossing the field, again approached from the southeast. Three MiG-15s and U-MiG-15s flying at a distance of 1 km from each other were simultaneously aloft. They circled three times and subsequently landed. The air activity also continued after nightfall, while the approaching aircraft were lighted by a searchlight which was located south of Altruppin. As soon as the beams of the searchlight reached one aircraft, 4 additional searchlights, including 2 in the area between Altruppin and Nietwerder and 2 north of Kraenzlin, flashed up and searched the same aircraft which then flew in the beams of these searchlights approximately as far as the area northwest of Wahlendorf. Then, the searchlights turned off and started the same procedure with the next aircraft approaching from the southeast. Each aircraft approached three times in the beams of searchlights. Each time, 3 aircraft were simultaneously aloft. The take-offs and landings were made while the runway was dimly lighted. No landing lights or landing head-lamps were switched on. The obstacle lights and dim searchlights on the cemetery were in operation.

27 April. There was a 6/10 overcast of cumulus clouds. Throughout the day, flights were made in elements of two and firing at ground targets was practiced in the area northeast of Storbeck. The aircraft took off in elements of two toward the east and, while flying a left curve, reached an altitude of 600 to 800 meters. When approaching the target area, the element dispersed and the second aircraft flew about 2 km aft of the first one. The aircraft approached the target at an angle of about 40 degrees and simultaneously gave 2 or 3 short bursts of fire, apparently with heavy machine guns. The aircraft pulled out of dive at an altitude of about 150 meters, climbed again, and then made another approach. Each aircraft approached three times and subsequently the second aircraft again joined the first one. Throughout the day, take-offs and landings were practiced by Po-2s. Between 2 p.m. and 5:30 p.m., some take-offs were made by Li-2s which subsequently dropped parachutists over Bechlin.

[REDACTED] one descent took 104 seconds and another descent 112 seconds. Source believed that some parachutists had been injured as ambulance [REDACTED] and motor vehicles [REDACTED] were seen coming from the direction of Bechlin and moving to the Soviet hospital on Neustaedter Strasse. Two litters with patients were observed on one truck.

28 April. There was a 6/10 to 7/10 overcast and wind of about 30 km/h. Firing at ground targets was continued as on the preceding day, but the angle of inclination was slightly steeper and estimated at 40 to 50 degrees. After 8 p.m., there were practices by searchlights, although no aircraft were aloft.

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12 May. Between 8:30 a.m. and about 6 p.m., flying in elements of two and firing at towed sleeve targets was practiced. The towing aircraft were fitted with auxiliary fuel tanks, while the attacking MiG-15 or U-MiG-15s had no auxiliary fuel tanks. After the take-off of the towing aircraft with the extended sleeve target, the attacking aircraft took off. The towing aircraft crossed over the field from east to west or west to east, while the sleeve target was attacked. [REDACTED] aircraft approached 3 times and each time gave 1 of rapid fire. [REDACTED] heavy machine guns. It approached at the [REDACTED] [REDACTED] [REDACTED] at an angle of 15 to 30 degrees and landed after the third attack. Three aircraft fired at the sleeve target before it was dropped over the middle of the airfield. Subsequently, the towing aircraft landed. Source observed for the first time that all auxiliary fuel tanks were painted pale blue, but their size or shape was apparently not changed.

16 May. Throughout the day, no activity was observed at the field. There were no clouds. About noon, 26 MiG-15 or U-MiG-15s, 5 Yak-11s, 2 Po-2s, 1 Li-2 and 1 Yak-14 were counted at the field and 2 or 3 additional MiG-15 or U-MiG-15s were probably parked near the hangar.

17 May. Individual high-altitude flights of 25 to 40 minutes duration were made during daytime. The aircraft came in for landing in a steep glide from an altitude of 300 to 600 meters and at an angle of 25 to 30 degrees. From the sound heard source inferred that the engines were throttled down almost entirely when the aircraft started the steep glide. These landings required only about 1,000 meters of the runway, while at normal landings, the aircraft taxied 1,600 meters i.e. four fifths of the runway. After 8:15 p.m., firing at towed sleeve targets was practiced while searchlights were in operation. At first, the towing aircraft took off, then followed two attacking aircraft in rapid succession. The firing practices were made at an estimated altitude of 1,500 meters. The aircraft fired when the towing aircraft flew a curve.

18 May. At 7:15 a.m., 6 Po-2s marked [REDACTED] took off at intervals of 2 to 3 minutes and headed south. Four Po-2s landed at 5:40 p.m. 25X1

21 May. Between 10 a.m. and 3 p.m., only some local flights and a few high-altitude flights were made.

22 May. During the morning, there was very intensive air activity. Individual MiG-15s or U-MiG-15s practiced take-offs and landings. At the same time, high-altitude flights of 50 to 60 minutes duration were made by formations of three and four. The take-offs were made in formations and the landings individually. Ten to 14 aircraft were continuously aloft at the same time. 25X1

24 May. Between 9 a.m. and about 4 p.m., Po-2s practiced taking off and landing. Up to 6 aircraft were simultaneously aloft. The weather was cloudless in the morning and became 6/10 overcast later on. After 8:30 p.m., night flights were made by Po-2s.

25 May. Some high-altitude flights of about 25 minutes duration were made by elements of two. After 8:30 p.m., night flights were again made by Po-2s.

26 May. Between 10:45 a.m. and 5 p.m., individual flights were made at an altitude of about 8,000 meters. The weather was cloudless in the morning and became overcast later on. Night flights were again made by Po-2s.

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28 May. At 5:10 a.m., a siren sounded. About 90 seconds later, the engines of the alert aircraft were started and the alert flight took off in two elements at 5:12 a.m. The landings were made in elements of two at 3:24 p.m. The distance between the two elements was about 500 meters. Subsequently, the aircraft were again parked as an alert flight. Throughout the day, MiG-15s and U-MiG-15s practiced flying in elements of two and Po-2s practiced taking off and landing. After 8:45 p.m., take-off and landing practices were made by MiG-15s and U-MiG-15s.

4. Three AA guns were observed in the AA gun emplacement at the southern edge of the field. The AA gun emplacement north of the runway was still available, however, no details could be observed. 25X1

5. Vehicular traffic observed involved jeep [redacted] and trucks [redacted] 25X1
[redacted] 25X1

6. [redacted] 25X1
[redacted] Maintenance work was under way on MiG-15s [redacted] 25X1
[redacted] parked in front of the western hangar. 25X1

Comment. The detailed information on air activity at Neuruppin indicates that air activity by the fighter regiment is generally being carried out along the usual pattern. Noteworthy is the continuation of intensive air activity by Po-2s and the presence of 6 Yak-11s which, however, were seldom observed aloft. For a long period it has appeared that, in addition to the cadre pilots of the fighter regiment, a sizeable number of young pilots are being trained and re-trained on U-MiG-15s and MiG-15s at Neuruppin airfield. 25X1
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